

MOTOR RACING

and
Economy Car News

7th Year - No. 25 - Culver City, Calif.

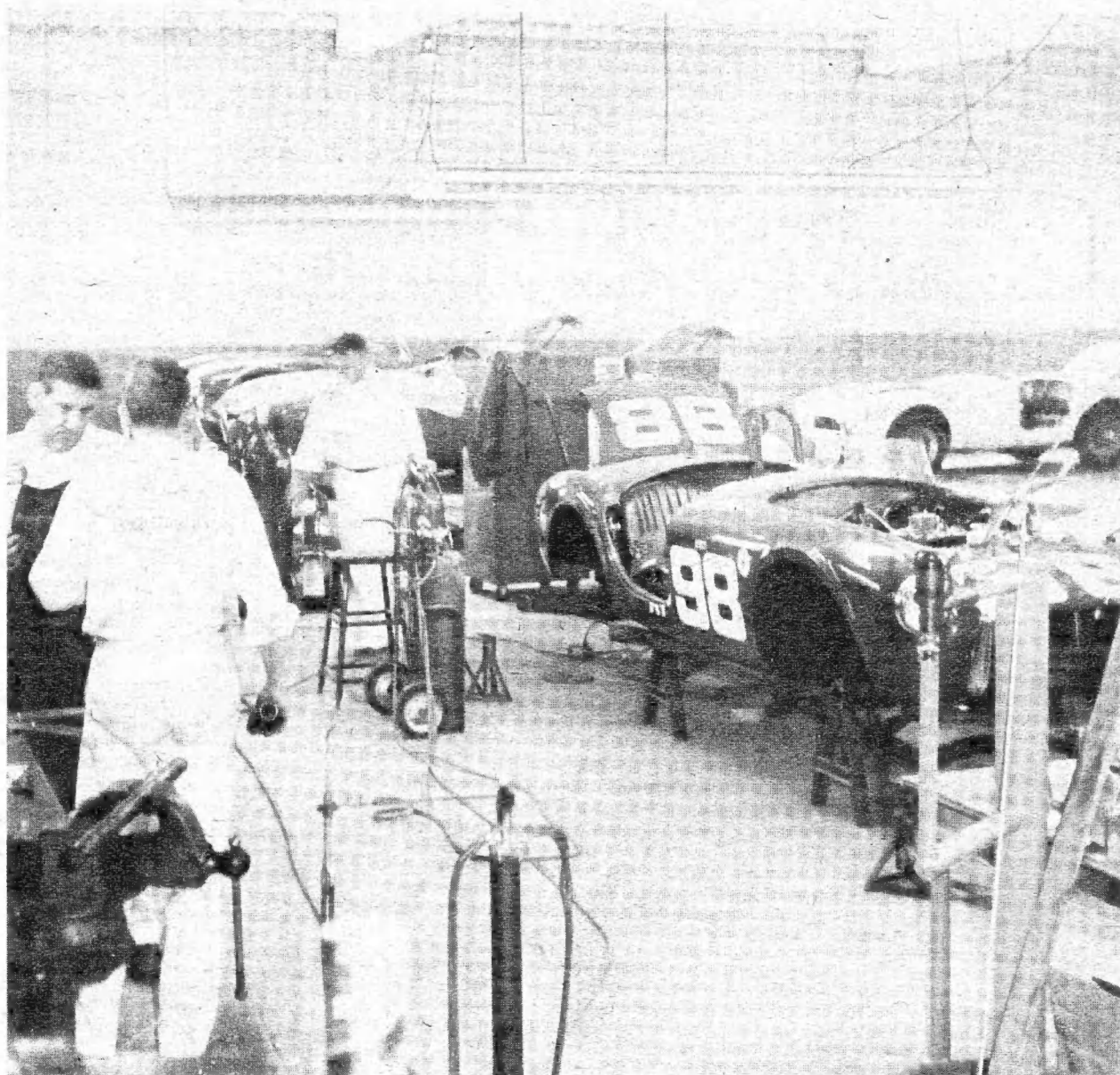
Nov. 2-9, 1962

(Published bi-weekly except last issue of calendar year)

25¢

Ricardo Rodriguez Killed in Mexico

SEE PAGE 1



IN PRODUCTION---and ready to do war with the Corvelles! That's the Ford-powered Shelby AC Cobra, now coming off the assembly line at the Shelby plant in Venice, Calif. George Rand of ACCUS-FIA last week informed the former

driving champion that the car has been homologated by FIA in the Grand Touring Category as the 4297cc Shelby American Cobra. (Story on Page 1)

Death a National Catastrophe



PROMISING CAREER of Ricardo Rodriguez, 20, of Mexico was cut short when the youth was killed Nov. 1 during practice and trials for the Mexico GP.

Ricardo Rodriguez Dies as Lotus Crashes in Mexico

By RAMON SIXTA
Special to MOTORACING

MEXICO CITY, Nov. 2---A pall of gloom was cast over the Republic of Mexico today during the traditional "Dia de los Muertos" (the Day of the Dead) when funeral services were held for Ricardo Rodriguez, 20, the country's No. 1 driver and Ferrari factory team member.

The youngster, who first gained fame by winning a Porsche at the age of 15 five years ago at Riverside, Calif., was killed yesterday at the Autodrome here during practice and trials for the Mexico Grand Prix.

Ricardo's death was in the nature of a national catastrophe, and among the massive crowd at the funeral today was President Adolfo Lopez Mateos, a racing fan and friend of the family who often had applauded Ricardo and his older racing brother, Pedro, Jr., 22.

Young Ricardo was said to have been driving the ex-Moss Rob Walker Lotus. He came in extremely hot on the last banked turn just under the control tower and not far from the pits and start-finish line.

CAR HITS RAILING

The driver lost control and the machine struck the railing, flipping several times and bursting into flames. Ricardo died shortly after.

Fred Van Bueren of Mexico, a close friend of the youth, was driving behind him at the time of the accident. He said: "Ricardo went into the turn much too fast. I was surprised. He

knew this track well and knew this turn is the toughest of all."

Other witnesses said he went into the turn at close to 100mph, trying to shave seconds off his previous record lap clockings. The car appeared to skid slightly and grazed the railing.

His father, Don Pedro, Sr., who was constantly with him at race courses throughout the world, and his mother, wife and brother were at the Autodrome at the time.

CARBURETOR TROUBLE

Doctors in the emergency room of Balbuena Hospital said he was "well past" saving by any desperate measures.

Ricardo had just taken the Lotus back onto the 5km. course after a carburetor check. He was a few yards from completing his second lap when the accident happened.

Torn with grief, the despondent father cried: "Racing is over for all the family. This is the end."

Ricardo, like his older brother, married last year. He was with his wife, Sarita, at Riverside for the LA Times Grand Prix in October of 1961.

WON 10 DAYS AGO

Only 10 days ago, Ricardo and Pedro drove a GT Ferrari to victory in the 1000km. of Paris at Montlehery, France, repeating their 1961 win.

This was the victim's first year as a Ferrari factory team driver in Form. 1 racing. He was tied for 11th in the standings with four points---a 4th in the Belgium GP, and a 6th in the German GP.

(Read VIGNETTES for additional sidebar on the young Mexican, the country's No. 1 road racing star.)

Vignettes

By Gus V. Vignolle

- A Deep Void
- How It Began
- And Finished

RICARDO IS GONE and I feel a deep emptiness. I try not to think about it. But I can't quite seem to make it.

In trying to be objective it is better to be aloof of the people you write about. Somehow, with RICARDO RODRIGUEZ I couldn't be aloof.

Long-time readers of MOTORACING perhaps understand this. I met him two months after his 15th birthday. It was on April 7, 1957. The place was a picturesque little pueblo called Valle de Bravo, about 100mi. from Mexico City.

It seems like yesterday: I was there to cover the Avandaro races deep in a mountainous forest that

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CAL CLUB 'BAN' FOR POMONA

(See Editorial - Page 3)

By GUS V. VIGNOLLE
Editor of MOTORACING

Without saying it in so many words, the Cal Club region of SCCA has threatened to ban its drivers if they compete in the road races scheduled for Nov. 17-18 at the LA County Fairgrounds in Pomona by the LA chapter of the US Sports Car Club, a USAC affiliate.

It was similar action by the same club earlier this year that resulted in a big suit filed against the Cal Club by USSCC (but which was dropped when the bitter rivals undertook merger plans which subsequently fizzled).

The Cal Club has not, per se, resorted to the word "ban," but observers could interpret the action in no other way after Cal Club members received the following notice last week:

"The following is a telegram received from Tracy Bird, member of the Pacific Coast division of the Sports Car Club of America Executive Committee:

NOT SCCA-APPROVED

"Pomona races Nov. 17-18 are not SCCA-approved stop Article 4.1.3. of 1962 competition rules applicable stop Please notify members of this. (signed) Tracy Bird."

Only 45-50 entries were in the fold earlier this year when the Cal Club called Pomona off-limits, and USSCC was forced to cancel the races. The suit followed.

Then merger negotiations were instituted. USSCC staged races at Pomona in July and August. Cal Clubbers were allowed to participate. The races were highly successful, with each attracting some 200 entries.

Meanwhile, in a notice to its members, USSCC stated it was the "sincere desire (of its board) that this merger be completed. However, we will not compromise the original agreement, we will uphold it!!!"

HOPES FOR MERGER

And at the same time, Jim Peterson, president of USSCC, declared: "First and foremost, we hope for the merger, but if it doesn't materialize, neither are we going to be pushed around. Not only will we reinstitute the other damage suit, but we'll file an injunction for breach of contract."

As a result of the explosive situation, a driver (Dick Bane) has called a meeting of all drivers.

Continued on page 2

Clark Disqualified, Wins Mexico GP in Another Car



Photo by Lisa Henri

JIM CLARK, left, shown with Colin Chapman of Lotus, for whom he drives. The Flying Scot traded Lotus cars to win the Grand Prix of Mexico last Nov. 4.

By RAMON SIXTA
Special to MOTORACING

MEXICO CITY, Nov. 4---Disqualification of his Lotus for a "contested start" didn't faze Jim Clark, the Flying Scot, in the first Grand Prix of Mexico for Form. 1 cars here at the Autodrome today.

Early in the race, he switched over to the Lotus of his factory teammate, Trevor Taylor of England, rallied with a tremendous burst of speed--- and won the 60-lap race in record time.

He covered the 300km. (187.5mi.) race around the 5km. course in 2h3m50.9s for an average speed of 90.26mph.

Clark's record lap was clocked at 1m59.7s.

Jack Brabham of Australia, former world's champion, was 2nd in a Brabham Spl. of his own design. Innes Ireland, Scotland, was 3rd in a Lotus. Fourth and 1st American to finish was Jim Hall, Midland, Tex., in a Lotus. Masten Gregory of Kansas City, who now lives in Paris, piloted a Lotus-BRM to 5th.

Before the race, a wreath of flowers was placed at the site of the accident that claimed the life of 20-year-old Ricardo Rodriguez during practice and trials for the race last Thursday.

PEDRO PULLS OUT

Pedro Rodriguez, his older brother, originally scheduled to race today, withdrew.

Seventeen cars started the race; 10 finished.

Other finishers: 6. Bob Schroeder, US, Lotus V8; 7. Godin de Beaufort, Holland, Porsche; 8. Homer Rader, Mexico, Cooper; 9. Jay Chamberlain, US, Lotus; 10. Walt Hansgen, US, Cooper.

FERRARI WINS OPENER IN PUERTO RICO

CAGUAS, Puerto Rico, Nov. 4. ---A Ferrari Testa Rossa, a Deutsch Bonnet and an MG Midget were easy winners in three races during the first racing weekend of the Grand Prix de Puerto Rico.

The Ferrari, driven by Bob Hurt of Washington, D.C., was first in a 45min. big-bore race today. Howard Hanna of Newton Square, Pa., drove his DB away from the field in another 45min event today. And the MG Midget, driven by Puerto Rico's Jose Campos, was the winner of a one-hour endurance handicap race yesterday, for members of the Automovil Club de Puerto Rico.

4 Dead, 7 Hurt in Argentina Race

BUENOS AIRES, Nov. 6 --- Argentine driver Federico Jorge Cooks died of internal injuries following a crash on the 2nd lap of the Argentine Standard Grand Prix. It brought the death toll of last week's race to four, and there were seven serious injuries.

SHELBY AC COBRA PRODUCTION TO BE HIKED

(Photo on Cover Page)

VENICE, Calif., Nov. 9---Many visitors are dropping in at the bustling Carroll Shelby Enterprises facility at this seaside town near Los Angeles, formerly occupied by Scarab-builder Lance Reventlow.

And they are quite amazed at what they are seeing. They just didn't imagine the former Le Mans, Natl. SCCA and USAC road racing champion was actually producing cars---the Ford-powered 427cc Shelby American Cobra.

Having received its FIA homologation papers, the car is now ready for Intl. events as well as action in SCCA class A Production.

The assembly line is being thoroughly worked out so that Shelby can increase his production rate from the present one Cobra per day. Orders for the car are stacked high.

Similar operations exist in Pittsburgh and Providence, R.I., with Ford shipping the engines from Dearborn to the three sites, and the AC factory in England sending the chassis and bodies.

One of the most impressive and complete dynamometer rooms in the country is nearing completion at the Shelby plant. "We'll soon have some very interesting engines on test," Shelby said.

Letters to MotoRacing

APPENDIX C VIOLATION

First of all, neither the Riverside nor Laguna Seca races in October were sanctioned by the SCCA. These were USAC races from start to finish.

I agree with you that Roger Penske's car, or any other central-seater violates Appendix C of the International Sporting Code. It is obvious that most other sports-racing cars, whether they were constructed in the U.S. or abroad, do not conform to Appendix C.

You will notice that the SCCA Modified category rules allow central-seating and certain other deviations from Appendix C. If your letter is a prod for us to get in line with the FIA sports-racing cars, I quite agree that it is needed, and we intend to do something about it, considering, however, at the same time that there are a good many SCCA members who own central-seaters at this time and will appreciate having a year's notice before improved rules come into effect.

I should like to call your attention to Section 7 of the SCCA General Competition Rules from which you quoted liberally in your column. You will notice that the Stewards of the Meeting have the responsibility, with the Chief Steward, for enforcement of the rules. Any criticism of a particular event, therefore, might best be leveled at the Stewards, rather than at the SCCA or a Region. I am sure you will appreciate the difficulties of enforcing standard rules throughout a country as large as ours, but I can assure you that this is our intention and a great part of our energy is directed accordingly.

JOHN M. BISHOP
Executive Director
Sports Car Club of America
Westport, Conn.

MONTEREY PICKPOCKETS

...Some fink in the crowd at the Laguna Seca races picked my pocket, taking my notebook on the race, as well as some other pertinent material on some other articles, etc. Almost would rather have had him get my wallet.

PETE BIRO
Oakland, Calif.

SAVES FOOT AND TIRE WEAR

Please find enclosed a check for \$4 to cover the cost of a one-year's subscription for your paper. (I think that a subscription will probably be a lot more convenient than driving down to Bob Challman's Lotus dealership in Manhattan Beach every two weeks just to get a copy.)

RICHARD R. JONES
Downey, Calif.

Editor's Note --- A small number of sample copies are sent to all our regular advertisers to introduce the paper to prospective subscribers.

WHAT MANNER OF DRIVER?

I feel that I must add my two cents to the letter appearing in the most recent issue re Ingvar Lindqvist and his driving and attitude. I personally feel that Mr. L.L. should not be allowed to enter any further of our events inasmuch as he really does not fulfill the true spirit of the race. Having had much experience in the class H modified and having driven against such crowd-pleasing, devil-may-care, tire-kicking drivers as Jim Parkinson and Harry Jones (wot's become of 'arry?), it seems to me a very drab race to watch this newcomer from Sweden driving, or rather tooling, this miscarriage from an unweid whale around the track always way out in front.

Why the silly thing doesn't know

MOTOR RACING
AND
ECONOMY CAR NEWS
P.O. BOX 392 CULVER CITY, CALIFORNIA
Published Bi-Weekly, Except Last Issue
Of Calendar Year by V. & P., Inc.
Circulation Office:
3862 Westwood Blvd.
Culver City, Calif.
Vermont 7-8636
For the Classified Advertising Department Only: 4041 Marlton Ave., Room 208, L.A. 8 or Phone AX. 2-0287
Cus V. Vignolle ... Editor & Publisher
Anne Evans ... Advertising Secretary
Jane Howard ... Secretary
Staff Writers
Frank Mason, Eric Hauser, Marguerite Cook, Isabel Haas, Dennis McCosh
Photography
Bill Norcross, Don Schoenfeld
Advertising Rates on Request
Editorial Office:
3862 Westwood Blvd.
Culver City, California
Mailing Address: P.O. Box 392
Culver City, California
YEARLY SUBSCRIPTION RATES
Domestic \$4—Foreign \$5
Second class postage paid at
Culver City, Calif., and
additional mailing offices.
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THE FIAT test track in Italy is the scene of extensive runs for the latest models of the Italian automobile.

U.S. Parts Makers Give Volkswagen the Brushoff

American manufacturers of small accessory auto items do not want to do business with Volkswagen, and over half of them have not even bothered to answer letters on the subject.

This was the charge made recently by Dr. Heinz Nordhoff, president of Volkswagenwerk of Wolfsburg, Germany, while he was in New York during the last fortnight.

He was in this country for the dedication of a \$2,500,000 Volkswagen of America headquarters in Englewood Cliffs, N.J.

Head of the world's third largest automobile manufacturer, Dr. Nordhoff said that out of 500 letters sent to companies in this country producing the items VW could use, over half were not even answered. Another 40% were answered, but the firms stated they were not interested, Dr. Nordhoff added. "Only 10% seemed to want our business enough to respond positively to our letters," he declared.

Among the items sought were windshield wipers, headlamps, electrical ignition parts and other components.

"The US makers will not even answer our inquiries, much less talk prices or explore the situation," Dr. Nordhoff said.

Most of the items he wanted could be obtained abroad at competitive prices, he said, but he wanted to do business in this country because he believed trade was a "two-way street."

Last year Volkswagen exported more than \$300,000,000 of cars and trucks to the US, Dr. Nordhoff noted, adding: "All we have been able to buy here was about 50,000 tons of sheet steel and some magnesium, and we hope to increase our purchases of these metals."

The NEW YORK TIMES reported: "A spot check with motor vehicle accessory manufacturers has indicated that they were not interested in selling abroad generally, stating that quantities were too small and Government red tape and paper work were costly and time consuming."

"They asserted that the quality of parts made here was superior to parts obtainable overseas but agreed with Dr. Nordhoff that the parts makers here 'lacked international mindedness.'"

He stated sales of the familiar beetle-shaped 1200 model were still rising in the US, with deliveries taking 10 to 13 weeks and no indication of a letup in sight.

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Final 1962 USAC Road Racing Point Standings

1. Roger Penske-Gladwyne, Pa.	1220
2. Dan Gurney-Costa Mesa, Calif.	1160
3. Lloyd Ruby-Wichita Falls, Tex.	320
4. Bob Holbert-Warrington, Pa.	280
5. Rodger Ward-Indianapolis, Ind.	240
6. Bob Schroeder-Dallas, Tex.	200
7. Ken Miles-Hollywood, Calif.	160
8. Walt Hansgen-Far Hills, N.J.	140
9. Bill Krause-Long Beach, Calif.	140
10. Augie Pabst-Milwaukee	120
11. Harry Heuer-Powers Lake, Wisc.	100
12. Pat Pigott-Bellingham, Wash.	80
13. George Sabin-Portland, Ore.	60
14. David Rattenbury-Vancouver, B.C.	50
15. George Grinzewitsch-Sacramento	40
16. Chuck Rodee-Speedway, Ind.	40
17. S. McMillen-Pompano Beach, Fla.	20
18. Tom Terrell-Lagrange, Ill.	20
19. Jack Flaherty-Monterey, Calif.	10
20. Gerald Mason-Indianapolis	10

Cal Club 'Ban'

Continued from page 1
vers to discuss all aspects of the controversy at Chic Vandagriff's Hollywood Sport Cars for 2 p.m., Sunday, Nov. 11.

In its notice of non-approval of the Pomona races, the Cal Club announced it was staging a drivers' training and practice session at Riverside Raceway on Nov. 17---opening day of the Pomona races.

CSCC also announced nominating petitions for 1963 officers are now available at the club office.

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Economy Car News...

By MARGUERITE COOK

Several months ago, the editor suggested it might be a good idea if I quit writing about cars and started driving one again.

I had to agree that this might be a good idea inasmuch as I had not really driven anything but a jeep in 20 years and had not possessed a driver's license for even longer.

Also, the timing was good. I wanted to make a trip to New York, via friends and relatives, and kept thinking how nice it would be if I could do it by car.

The first thing I had to do was buy a car. A friend had a '57 Volks she wanted to sell, and I took it to VASEK POLAK to see if it was worth buying. Vasek didn't think it was, and was

so horrified at what I was willing to consider buying that he promptly found me another '57 Volks that was worth buying and was within my price range---which is the kind of salesman I like. (The idea of having to shop for a car did and does terrify me.)

I now had to get a driver's license. As I had not yet taken delivery of my Volks, I presented myself to the Hollywood office of the Motor Vehicle Dept. in a lumbering old Plymouth station wagon.

The examiner looked at me dourly and the venerable Plymouth even more so, and barked, "Miss Cook, see those white standards on the parking lot, well, parallel park between them."

The distance between those standards looked even shorter than the Plymouth, and I had never been able to parallel park, even in my youth when I allegedly could drive.

"I can't," I told him abruptly.

Continued on page 6



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Vignettes

BY GUS V. VIGNOLLE

**RICARDO STARTED AWFULLY YOUNG;
HIS CREDO -- FASTER AND FASTER**

Continued from Page 1

made Pebble Beach look like a kiddy-car course.

This was a majestic scene, and I cannot recall it without thinking of Ricardo . . . the deep verdant forest high in the Sierra . . . the lake below shimmering in the clear, dazzling sunlight . . . a waterfall close by roaring to "the last syllable of recorded time" . . . bougainvillea and myriad multi-colored flowers abounding everywhere . . .

This, then, was the setting where I first saw the boy. He was driving a 1500 OSCA, and he finished 3rd in the big race behind JOHN VON NEUMANN (Ferrari) and JULIO MARISCAL (D-Jag).

I wrote at the time: "He is the most sensational young driver these eyes have ever seen . . . In this uncorrupted country, where eternity is written in the giant trees and on the lake and waterfall, we came across, of all things, the most fantastic race driver we have ever met . . . We freely predict he will be the world's champion in 1963. Why that long? Because today, incredibly, he is 15 years old! . . . Everywhere in Mexico they refer to him as 'El Chamaco'---the kid. . .

"He is not a wild stomper as you might suspect a kid to be. There is fluidity and precision to his every move. He hits each turn consistently at the right spot, flawlessly gearing up and down---and always unruffled no matter how heavy the traffic.

"Speed flows through Ricardo's veins like ichor. He started racing when he was 11. Motorcycles. He was champion of Mexico



Photo by Lester Nehamkin

Pedro, Papa Rodriguez & Ricardo

in all categories . . . Worry about an 11-year-old racing cycles against men three times his age . . . or booming an OSCA through a heavily-wooded forest against Ferraris and the like?

"No," says Don Pedro. "El Chamaco sabe lo que esta haciendo." The kid knows what he's doing.

"Don Pedro never spoke truer words.

"Remember that name---Ricardo Rodriguez."

That was the start of a friendship.

Less than six months later I helped make arrangements to have

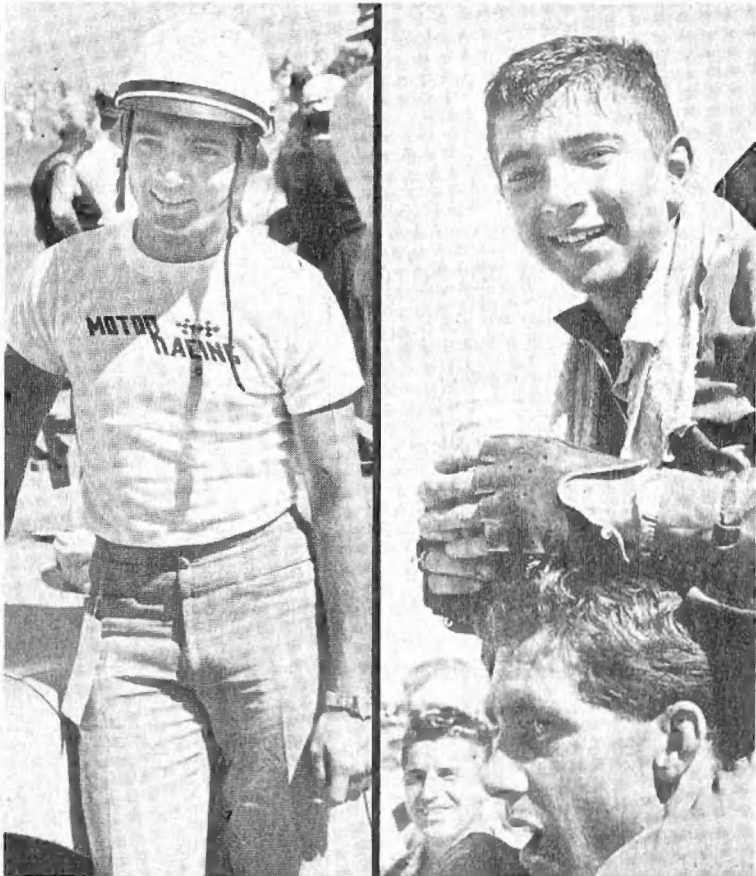


Photo by Lester Nehamkin

Ricardo at Riverside

Ricardo come to this country. It was for the christening of Riverside Raceway on Sept. 22, 1957.

Don Pedro had bought him a Porsche RS, which was airfreighted to Tijuana. We picked up a trailer in San Diego, crossed the border and towed the machine to Riverside.

This was his third race in the Porsche. In Saturday's 6-lapper

Continued on page 7

SKID WHEELER by DUCKETT



Ford Names Eames To Autolite Post

DEARBORN, Mich. -- Danny Eames of Long Beach, Calif., has been named manager of product performance and evaluation for Autolite Division of Ford Motor Co. He replaces Fran Hernandez, who has taken a similar position with Lincoln-Mercury Division.

Eames joined Autolite Division in August of this year as western representative for product performance and evaluation. As national manager he will direct Autolite representation at automotive and marine competition events through a network of field representatives. Eames will be headquartered in Detroit. He has won a major Economy Run three times. He has been a mechanic on stock cars and mid-gets and in 1949 built a rear-engine car for the Indianapolis 500.

Dredge Again Wins Auto Writing Award

An award for the newspaper story "which best serves the motoring public" was won for the 2nd straight year by Bill Dredge, former automotive editor of the LOS ANGELES TIMES and now public relations director for the automotive division of Studebaker Corp.

Dredge, whose story was based on the need for higher horsepower in automobile engines, received a \$250 award.

The automotive post on the TIMES is now filled by Bob Thomas, the paper's former motor racing writer.

First Change For Rolls in 8 Years

NEW YORK---Shown at a Waldorf-Astoria Hotel preview recently, the new British Rolls-Royce luxury auto has made a major styling change for the first time in eight years. It has a new front end dominated by dual headlamps replacing the long-used single unit lamps.

In the 1963 Rolls and Bentleys, which range in price from \$16,655 to \$30,000, the new horizontal lamps are set in a generally lower framework, with hood and radiator line lowered. Fenders are higher to incorporate parking lights and directional signals. The famed Rolls V-shaped radiator grill is retained.

Auto Boom For Common Market

Just as in the US, the Common Market also is having a terrific auto boom, with production due to top 1,400,000 units by the end of the year. This is 14% higher than in 1961, a record year.

Bulk of the machines will go to The Netherlands, Belgium, Italy and Luxembourg. Exports are expected to run slightly ahead of last year.

The US is headed for a near-record year---second only to 1955.

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...Editorial... TIME FOR DRIVERS TO ACT!

With the falling through of negotiations for the proposed merger of the two racing clubs in this area, many are asking what will happen next.

It is obvious that road racing is seriously threatened. Some drivers already have pulled out in disgust; others are thinking along such lines.

Both the Cal Club region of SCCA and the US Sports Car Club (ex-SCCA) blame each other for the fizzling of merger plans.

There is no point going into this drawn-out hassle at this time. MOTORACING fervently hopes that they can get together again, and also that there will be no ban by the Cal Club of the USSCC races scheduled for Pomona Nov. 17-18.

If this happens, there will be more suits and more grief and a further detriment to the sport.

If the merger fails completely, then we feel the drivers should take the matter into their own hands. This is a plea for them to band STRONGLY, weigh each upcoming race and then decide.

If it is a good race, a safe race, etc., they should ALL enter it; if not, then ALL agree to stay out. They should be impartial of affiliation.

There is no room for bans in racing, and the majority should rule. Unfortunately, the majority has not ruled during the past in the case of one of the clubs. There is no point in kidding ourselves on this.

A meeting of drivers has been scheduled for this Sunday. If they turn out in force, this must be the time for them to do some serious thinking and take the whip hand.

The best thing they can do if obstructions continue from the die-hards of both clubs, is to tell the clubs to go straight to hell.

It is up to the drivers, who in the past have been a weak, wobbly segment of racing here. Incredible --- but it has been the truth. Wake up, drivers! Get with it.

New Auto Mag Says Cord Return Imminent

One of America's most famous and revered automobiles, the extinct 1936 front-wheel-drive 810 Cord, is due to stage a glorious comeback late this year, according to an exclusive, copyrighted feature story in the current issue of Automobile Quarterly, a new hard-cover motoring periodical.

The story, under the byline of Harris Edward Dark, reveals that a two-seater Cord "Sportsman," built to the same exacting standards that have made the Cord such a favorite among classic car enthusiasts, will be produced in limited numbers by a new company under the direction of Glenn Pray, of Tulsa, Okla.

Volkswagen is West Germany's largest industrial company and the world's third largest automobile maker.

Dec. Date Sought for Dodger Stadium Races

The California Sports Car Club is studying December dates for its postponed road race around Los Angeles Dodger Stadium.

A crowded schedule made it impossible for the Los Angeles zoning administration to conduct public hearings until Nov. 13. There also has been some opposition to the staging of races in Chavez Ravine.

Feuerhelm Heads Pasadena Car Group

New officers have been announced by the Pasadena Motor Car Dealers Assn.

Bob Feuerhelm, general manager for Milne Bros. "World Of Wheels," Pasadena, was elected president. Feuerhelm, 38, was a one-time professional motorcycle and auto racing star.

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By FRANK MASON

A Beautiful Motor Car is Work of Art



Photo by 'K' Brooks

Many of the more beautiful automobiles, especially the classics, are definitely Works of Art. They rank with examples of fine sculpture and statuary, elegant buildings, aesthetic bridges, and other three-dimensional specimens of artistic genius, design and craftsmanship. Several of the rare motor cars of former years are coveted and costly collectors' items.

And some of the current models are attracting the discerning attention of connoisseurs, proving that good taste in line and form can be applied to a functional object.

Discussing Concours d'Elegance, which is concerned with the looks of motor cars more than with their utility, GENE BABOW of San Francisco offers the intriguing suggestion that cars in many ways reflect the national characteristics of the country which produces them. He thinks that several of the things which distinguish one country from another can be recognized in the appearance of the cars they make.

A German car, Babow points out, typifies stiff military regulations; things done according to the rules; uncompromising efficiency; pride in the product...

ITALIANS STYLE PACERS

The Italians on the other hand are recognized as style pacers; unworried design; playful liveliness; speed... the French, especially in the cars they export, portray a frustrated attempt to follow; doubts about the future; insecurity. Swedish cars show national pride in thorough workmanship, superior materials; utility; the soft pedal on design and styling...

The British, although they produce a large variety (they dominate the current Paris show with 32 marques) are inclined to be staid; resistant to change; content with the traditions of a glorious past... except in racing machinery.

The USA emphasizes mass production of large powerful look-alikes, with only an occasional tendency towards any-

thing novel... and so on.

There are exceptions to all those generalities, like the Swedish VOLVO 1800, the British JAGUAR XK-E, the French FACEL VEGA, the American STUDEBAKER AVANTI, but the notion that cars often mirror the country of origin has considerable merit.

THE WORLD'S BEST

And if the varying national tendencies can be seen in the types of cars produced, so also can the personalities of private owners, because individuals differ as much as countries. The playboy demands transportation not at all suitable to the hen-pecked husband. An extrovert type insists on a sports model while the more demure citizen is content with a sedate four-door sedan--the family man wants a station wagon.

All this adds up to an exciting variety of marques and models. And the best place to observe and enjoy this fascinating parade of cars is at a Concours d'Elegance, where pampered examples of the world's best, and the individual's choice, are on proud display. You might have seen similar cars in a dealer's showroom, on the freeway, or parked somewhere--perhaps at a museum--but at a concours they look different. And better.

An artist's masterpiece can be better appreciated when it is properly framed, hung, and lighted; and a glorious work of art like a magnificent motor car is seen at its best at a Concours d'Elegance like the annual shows on the lawn at Pebble Beach, Santa Ana's Fashion Square, or San Diego's annual Town and Country international show.

Letter From CANADA

By EVE WHITE
Special to MOTORACING

Just back from the Autumn Congress of the FIM, which was held in Brussels, Belgium. The 31 countries represented at this congress cover almost the whole of the world, the USA being the only major country which does not belong. The whole week of business and social affairs was a triumph of sport over politics. In every case, motorcycling took first place, and local jealousies, second.

Took a look-in at Brands Hatch for the final motorcycle race of the season, and was pleased to see MIKE DUFF, the Canadian Intl. racer, take a 3rd and two 2nds against top opposition. While at Brands, I had the opportunity to have a short chat with JOHN SURTEES and MIKE HAILWOOD. They were looking over John's 250 desmo Ducati. Both said they enjoyed racing in the States, but both listed USA residents as a whole as the rudest people in the world!

The Motor Show at Earl's Court in London showed that Britain is looking ahead with new developments and cars with good styling. They are hopeful that entry into the Common Market will bring very much increased sales on the Continent, and they feel that this balance will far outweigh sales made by European car manufacturers to Britain. There was a lot of discussion about Coventry Climax withdrawing from making Grand Prix engines. The reason given is that they are unable to devote the time and staff needed to develop their engine. Coventry Climax is primarily a manufacturer of pumps for fire engines.

Almost as much discussed was the Norton and possible AMC withdrawal from racing. There seems little hope for Britain in World Championships if these firms stop their participation.

Mosport Limited, the company which owns the course at Mosport Park, has gone into voluntary liquidation. This move is to allow time for it to consolidate its position and to make careful plans to pay off creditors. Racing will certainly continue there, and on an even bigger scale, according to plans being made by local clubs for the 1963 season. Canada has already four FIA

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MOTORACING photo by Lee Adrian
BOB MCKAY, the Intl. rallyist, checks the Goodyear Police Special high-performance tires which he tested and found excellent for sustained speeds in recent rally to Ensenada, Baja Calif., Mexico, staged by Intl. Sports Car and Racing Assn. (ISCARA).

'Quotable Quotes'

It is possible to flout public opinion and even get away with it to a degree, but it can be fairly costly in the end.

The motorcar manufacturers of the land have been told flatly and with gestures for the past

Intl. events listed. In February, the BEMC's Canadian Winter Rally will be held. In April, the Shell Oil Company's Shell 4000 rally will run from Vancouver to Montreal this time. On June 1 the CRDA will hold their third annual Player's 200 at Mosport, and the 3rd annual Canadian Grand Prix organized by BEMC will go at Mosport on Sept. 29.

The Russian idea for a world championship for rallies is receiving considerable support in Europe, and would make a very interesting addition to motoring competition.

The British idea of keeping their Editors inaccessible made visits to motoring publications rather difficult, but once the doors within doors were unlocked, I found very active and knowledgeable persons in control. Wonder if it's hard to get to see Gus when you go calling? (Editor's Note --- No, Sweetie --- no.)

The BEMC's Fall Hill climb saw DON HADDOW, in the Vincent-engined Jordan Spl. make a new hill record. The course became wet soon after the start, and times shot up.

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several years that their obscene and outlandish land barges, over-powered, decorated like a prostitute's dream of Christmas, and widely described as ostentatious explosions of vulgarity, were not altogether to the taste of the American car-buying public. Quite literally frothing at the mouth, the car designers in Detroit and Lansing told the public it could go fly a kite and kept right on building cars that resembled nothing so much as hearses for the Congo export trade.

It was a mistake that cost the industry billions of dollars and notably enriched the makers of Rolls-Royce, Bentley, Jaguar and Mercedes-Benz who, for a mere \$12,000 to \$22,500 were agreeable to supplying cars to people of taste and discernment with no fins, no chromium trim and an irreducible minimum of no more than four or six headlights. Detroit hasn't heard about it but, except amongst the vulgar, the absence of leopard skin upholstery is something of a status symbol.

The horrible example of the automobile companies is a glittering reputation of the popular belief that sheer, arrogant, pigheadedness enjoys a monopoly among politicians and the military. One can only harbor a sneaking suspicion that what public opinion cannot accomplish in the abatement of this progressive disease, the stockholders of Ford, General Motors... et al., may decide to take a hand in. There's nothing so encouraging to a belief in a just heaven as last week's \$100,000-a-year executive hauling away this week's garbage.

-LUCIUS BEEBE,
San Francisco Chronicle

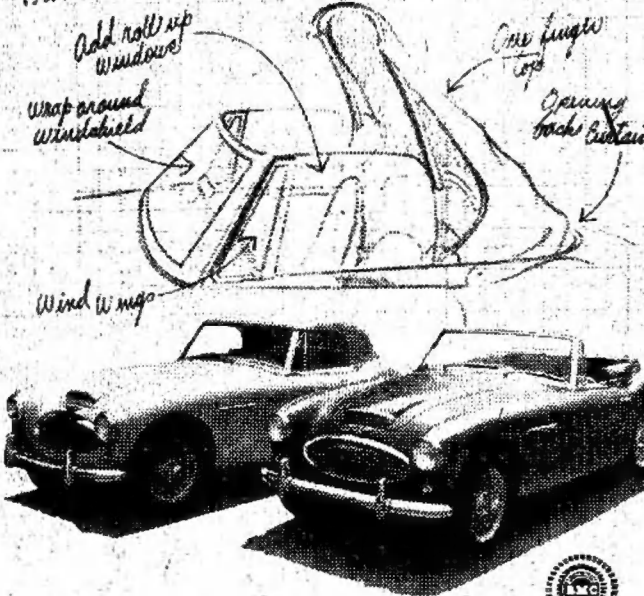
"The nuclear powered automobile, according to the experts, is still a long way off. In the first place, nuclear power remains more expensive than that from petroleum and in the second place accident frequency in the thickening traffic surge is by no means diminishing. If cars were powered with atomic energy, collisions would involve in addition to the usual lethal consequences, the added danger of radiation.

RICHARD, SNEDDON
Oil World

MCQUINN FOR PETRALI

With the resignation of Joe Petrali, who was the West Coast zone supervisor, Harry McQuinn USAC steward during 1962 at midwest championship events, has been appointed to supervise upcoming championship races.

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MOTORACING'S CHEESE CAKE DEPT.



Photo by Brumos

Photo by MILNews Depr.

DOLLS ALWAYS enhance the symmetry of autos, as witness: At left is curvaceous Marilyn Bishop of Jacksonville, Fla., photographed at the beach there last month. She does drive her own Volkswagen, says John F. McLeod, who sent us photo. Right: Fetching Miss WOW (for World of Wheels), Cheri

Caffaro. She was picked by Milne Bros., Pasadena, to honor their expansion of sports car lines. The Pasadena model holds globe aloft in a Sunbeam, newest of imports taken on by Milne.

SHORT AND SWEET



BY FLAVIO ST. GERMAIN

STAN MOTT, the noted sports car cartoonist who started on a round-the-world trip via kart, is reported seriously ill in a Paris hospital. We're seeking details. Las Vegas correspondent JOYCE MORGAN reports that drivers JOE FREITAS, BOB HARRIS, DAVE MAC DONALD, SKIP HUDSON, D. J. BURT and JOHNNY HART have been road-testing Corvairs for the factory in the Nevada area. They're covering 25,000 miles in three 8hr. shifts for 21 days and keeping the cars at a 55mph average speed in controlled conditioning tests.

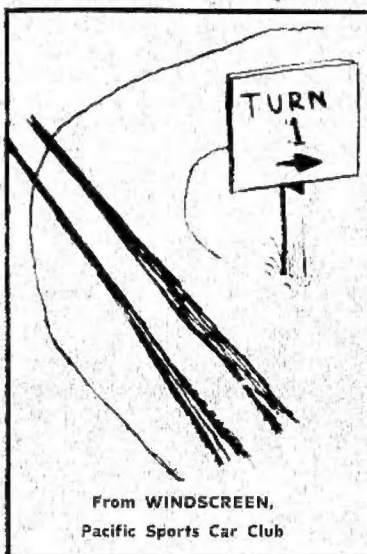
BILL STROPPE, Long Beach speed-shop owner, who set up the victorious Lincoln-Mercury cars for the 1952-53-54 Mexican Pan American road races, has started work on the 1963 Mercury Monterey model for racing activities next year. . . . JOHN KELLY is the new West Coast editor of TODAY'S MOTOR SPORTS, taking the place of JOE SCALZO, formerly with MOTORACING. Joe has gone over as WC editor of the new AUTOSPORTS, out of Chicago. . . . Photog JIM LA TOURETTE is back from Navy duty in Japan. He visited the Honda plant while there. . . . Those excellent driver portraits at Riverside Raceway were done by CHRISTIAN DU BOIS LARSON Photography.

Ex-driver and announcer ROY STOREY left LA for SF, where he is director of pubrel for the SF Seals Hockey Club. . . . After that big freeloader at the new Americana Hotel in NY, Hambro's A.E. (TED) BIRT said: "It'll mean selling at least 25,000 of our new BMC cars in order to pay for this party." Said one observer who was there: "Hell, he could have held his blast at Tavern-On-The-Green; I'da gotten just as pie-eyed." . . . O.L. NEIGHBORS of Highland is back after a full month touring Europe. "Had a royal time," he declared.

M.N. (SCOTTY) SCOTT, who made the first hardtops for Corvette in 53-54-55 when he was in San Diego, is now with LOUIS BARNETT Enterprises in Hollywood. Scotty originally sold his

Van der Feen, Marik Named to SCCA Posts

WESTPORT, Conn., Sept. 21 --- Two new staff appointments were announced today by John Bishop, new executive director who succeeded Gen. Hugo Rush.



From WINDSCREEN,
Pacific Sports Car Club

tops to GM for their experimental cars. . . . JACK COERNE has given up his activities in the concours and racing scenes.

Porsche Moves to New Jersey Site

O. Erich Filius, vicepresident of Porsche of America Corp.,

Dick Van der Feen, Chicago, succeeds Arthur H. Rosien as editor, public relations director and advertising manager. Frederick J. Marik, Maple Heights, Ohio, has been named as secretary of the Contest Board, and assumes his duties as soon as possible.

has announced that the West German sports car manufacturing firm has moved its corporate headquarters from New York City to the new Porsche Training Center at Teaneck, N.J.

"The move to larger quarters in New Jersey was made to implement a greatly increased mechanics' training program in this country ordered by Ferry Porsche, managing director of Porsche K. - G., Stuttgart," Filius said.

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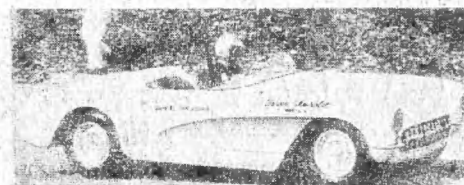


Photo by Dave Friedman

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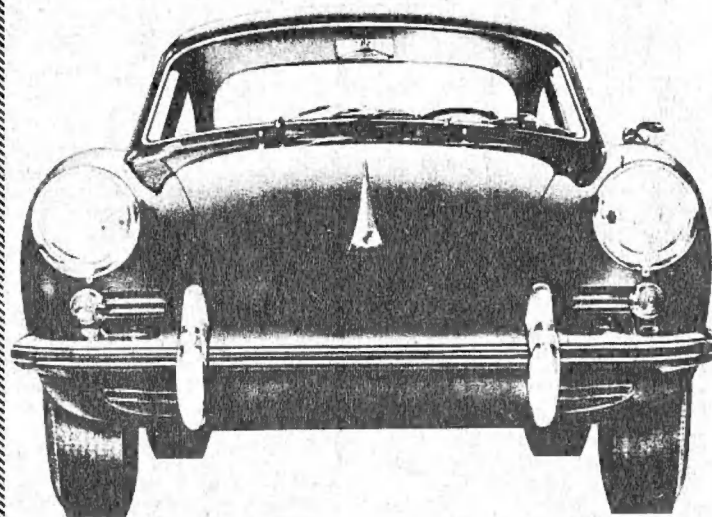
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Rally... Round

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POS.	DRIVER	CLUB	PTS.	POS.	NAGIVATOR	CLUB	PTS.
1	T. Sparks	PSCC	147	1	D. Sparks	SMSCC	147
2	D. Coulter	T-A	136	2	G. Martin	RAL	108
3	F. Reilly	RAL	131	3	D. Husehoe	RM	100
4	R. Stoik	RAL	106	4	L. Harris	T-A	96
5	D. Husehoe	RM	100	5	G. Kiggins	stDre	91
6	B. Cole	RM	88	6	G. Berman	RM	88
7	M. Grobstein	SCARE	87	7	J. Coyle	T-A	84
8	P. Rendahl	CAR	84	8	V. Rendahl	CAR	84
9	R. Quam	LSCC	75	9	T. Lawton	LSCC	75
10	B. Tarlton	stDre	75	10	D. Cook	RAL	75
11	B. Cook	RAL	75	11	J. Ryan	T-A	74
12	J. Hedblom	stDre	69	12	R. Duncan	SCARE	69
13	W. Brown	PSCC	67	13	A. Rosenheck	NRSCC	67
14	B. Cook	T-A	64	14	M. Haaz	RAL	64
15	J. O'Brien	NRSCC	58	15	J. Bauer	RAL	52
16	R. Pearson	NRSCC	58	16	J. Sadler	RAL	50
17	B. Craik	RAL	50	17	J. Curtis	RM	50
18	F. Curtis	RM	50	18	J. Higgins	SCARE	50
19	G. Leard	SCARE	50	19	B. Keife	stDre	50
20	B. Burklin	LSCC	47	20	J. Chamberlain	NRSCC	49
21	M. Kralick	CAR	45	21	B. Taylor	CAR	48
22	L. Winzer	RAL	45	22	M. Burklin	LSCC	47
23	D. Kanner	stDre	36	23	D. Winzer	RAL	45
24	C. Sax	CAR	32	24	J. Kahn	SCARE	44
25	B. Piercy	CAR	29	25	C. Enoch	NRSCC	35

* Best six rallies to date.

There's been a hitch in somebody's gitalong and there are no State point standings available. By the time of trophy presentation in January, we'll know something, probably.

February is still available for both a championship and an open. Mark V by Rally Masters will be Jan. 26 and the open for January is SGVFCCA's El Primero del Ano on the 6th.

Economy Car News

Continued from page 2

"I'll have to come back later," I fled, leaving the examiner in a state of disgusted shock.

For a while, it looked as if my driving venture was going to be over before it started. I was buying my car through my office credit union, and the loan would not go through until I had insurance. Fortunately, I found a company willing to issue a policy to a person on a learner's permit, and I was able to take possession of my Volks.

Armed with the DMV instruction booklet (it is excellent), I spent the next week systematically getting in and out of all the tight parking spaces on my quiet residential street, somewhat to the consternation of my neighbors who own cars with undented fenders.

Once again, I presented myself to the DMV Hollywood office, this time in my Volks. I drew an examiner who was as nice as the other had been testy and we breezed through the driving test. (I swear those white standards on the parking lot appeared twice as far apart when I backed toward them in a Volks than when I had just taken one horror-stricken glance at them in that station wagon.)

As the day of my departure grew near, my friends began to get worried. "You're not really planning to drive that little thing to New York—all by yourself, are you?" (I was to find during the 7,500 miles of my journey that persons every where are convinced—why I don't know—that you are safer driving in a large car.)

Others worried about what I would do if I had a flat, etc. One friend even went out and bought me a super flashlight, with a blinking red light, to use as a flare. (The only tool I used during the entire trip was a screw driver, to help pry up the rear hood. In New York, some lads made this temporarily necessary when they bent my bumper inward while shoving my Volks ahead to make parking room for their car—a modern New York custom.)

What worried the editor of MOTORACING was that I had planned no set itinerary. He

Continued on page 7



Slalom Column

By
DENNIS
McCOSH

The ROCA autocross on the excellent Harbor Shopping Center lot in Costa Mesa did not measure up to the club's usual quality. The safety inspection was fair, the scoreboards were poorly located, and the course, though interesting, was confusing with no guide line through the maze of pylons. It was difficult to see which way many corners went until right on top of them, and one turn was unnecessarily confining with a couple of pylons too close in on the exit of the turn.

They did have their good points, too. The timing and safety were excellent, the organization was smooth, and their grid system worked well in spite of being inferior to that used by Glendale FCCA on their Championship. Having only 90 entries helped to ease ROCA's work.

Some unpublicized information concerning the BAMA Inter-marque Trophy Day at Pomona was recently brought to my attention and should increase BAMA's stature among the entrants who did not think too highly of the event, including yours truly. BAMA received none of the money collected from the entrants for registration or entry fees. All the proceeds were divided among the five sponsoring one-marque clubs who paid their own event expenses.

ROCA TROPHY WINNERS			
Class A (15)			
1. Don Kerrigan	Sprite	AHOC	1:47.30
2. Walt Stone	Ren. Alpine	PSCC	1:48.58
3. Gary Ferguson	Sprite	---	1:52.00
Class B (6)			
1. Mike Evans	Morgan	PSCC	1:53.97
Class C (17)			
1. H.W. Moyses	Porsche	SDAD	1:52.79
2. Carl McCarty	MQA	SCMG	1:52.85
3. George Maynes	Porsche	---	1:54.51
Class D (14)			
1. Low Kingston	A-H	LBMG	1:55.35
2. David Connor	TR-3	LBMG	1:56.84
3. Don Wilcox	Morgan	CSCC	1:57.54
Class E (13)			
1. Dave Fiorelli	Jaguar 120	---	1:58.72
2. Bill Vincent	Jaguar	---	2:00.35
3. Jack Eberis	Corvette	Corv. SC	2:07.70
Class F (7)			
1. Stan Sorensen	BMW	---	1:51.06
Class G (4)			
1. Harry DaRae	Volvo	CASOC	1:56.56
Class H & J (5)			
1. Gordon Rice	Norris	---	1:54.98
Class AW & FW (3)			
1. Clare Ross	Lotus	SCCA	1:51.58
Class BW, CW & EW (5)			
1. Marilyn Lutz	Porsche	OCSCC	2:04.90
COUPLES (8)			
1. Bob & Clare Ross	3:53.67		

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Foreign Car Registrations

JANUARY thru AUGUST 1962

	WEST	SOUTH	SOUTH	
1. Volkswagen	15257	21.4	7854	37.2
2. Renault	2025	6.3	1008	3.2
3. Volvo	1900	5.9	803	6.3
4. Triumph	1550	4.8	594	4.7
5. Austin Healey	1517	4.7	706	5.6
6. MG	1301	4.0	348	4.3
7. Jaguar	896	2.8	311	2.4
8. Fiat	840	2.6	423	1.8
9. Mercedes Benz	823	2.6	293	2.3
10. Porsche	693	2.0	290	2.3
11. Sunbeam	639	2.0	173	1.4
12. Hillman	432	1.3	116	.9
13. Slane	431	1.3	84	.5
14. Peugeot	420	1.3	149	1.2
15. Metropolitan	396	1.2	111	.9
16. Alfa Romeo	394	1.2	122	1.0
17. English Ford	179	.6	70	.6
18. Citroen	148	.5	58	.5
19. Austin	132	.4	80	.6
20. Datsun	118	.4	16	.1
21. Lotus	115	.4	27	.2
22. Morris	94	.3	58	.5
23. Rover	62	.2	25	.2
24. Borgward	47	.1	12	.1
25. Toyota	46	.1	6	.1
26. DOW	44	.1	8	.1
27. NSU	44	.1	20	.2
28. Daimler	42	.1	23	.2
29. Facel Vega	38	.1	1	.1
30. Auto Union	34	.1	3	.1
31. Vauxhall	31	.1	11	.1
32. Aston Martin	30	.1	21	.2
33. Opel	24	.1	13	.1
34. Prince	24	.1	20	.2
35. Pagani	22	.1	7	.1
36. Morgan	21	.1	8	.1
37. Rolls Royce	21	.1	5	.1
38. Lancheater	13	.1	4	.1
39. BMW	12	.1	4	.1
40. Miscellaneous (8 or less each)	97	.3	18	.1

TOTAL 32180 12704 19476
(Courtesy MOTOR REGISTRATION NEWS OF CALIF., Oakland 6, Calif.)

PASSING INDY TEST A SNAP FOR CLARK IN FORM.1 LOTUS

INDIANAPOLIS, Oct. 11---Scotsman Jim Clark, star European Grand Prix road racing driver, passed his driver's test at the Indianapolis Motor Speedway today in a Lotus Grand Prix car.

Clark, who has a chance to win the 1962 world drivers' championship, took the test because he may compete in the Indy 500-miler next Memorial Day.

A speedway spokesman said he finished the test in only two hours. "No one ever did it any quicker than he did," the spokesman said.

To complete the test, a driver must tour the 2 1/2 mi. oval at speeds of 120mph., 125mph., 130mph. and 135 mph.

He is timed by USAC officials and observed by other drivers who compete in the annual Indianapolis race.

It was the same type of car he used to win the U.S. Grand Prix at Watkins Glen, N.Y., recently.

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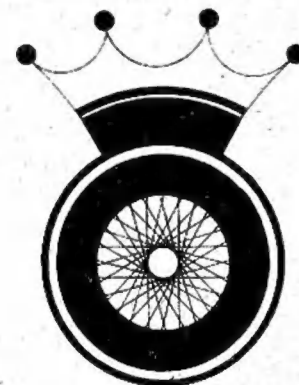
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bearings, 7500 tach., close-ratio box
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haust, etc.

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Classified Ads

VIGNETTES

Continued from page 3

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 POWER STEERING & BRAKES
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 Auto trans., MB Tex uphol.,
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 Terms. See to appreciate.
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 Its White with red leather buckets
 Radio & heater. White Walls
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KRELL BUICK
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 Specs all new 1,100 cc eng. & close-ratio gears. Ready to race. Best offer over \$2,500.
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LOTUS 18 JR.
 No time on Marco prepared Cosworth 1,000 engine. Latest 20 specs and gearing with easy loading trailer.
 Asking \$2,200
 Bob Devlin PR 6-9568
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RILEY '51-2 1/2 litres
 Convertible - Excellent Condition
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 Days WE 3-7356 Eves 935-3008

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 Brand new, never run, latest car from factory, 1100 cc Cosworth engine, 5 speed VW trans. \$4,800.
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PERSONALS

David, I now have the necessary funds to launch the all-out campaign against the Mortuary Trust, thus enabling me to push through legislation for BURIAL AT SEA. I think that, finally, cemeteries and cadaver cosmetics are on the way out. Contact me at P.O. Box 34648, Los Angeles 34, Calif., if you agree with me and want to help this worthy project. I need manpower to spread the word. - John Adreim.

Economy Car

Continued from page 6

kept insisting that I should at least call the Auto Club and find out the best route to Tucson, which was to be my first stop. I couldn't understand why it was so important. I had driven as far as Oklahoma with a woman friend two years ago. I had road maps, and it was good enough for me that BOB CHALLMAN had told me that "the only way to go" to Tucson was via Yuma.

I must hastily add that the only time I got lost on the trip was in making the turnoff from the San Bernardino Freeway onto Highway 99 and that was also the case the last time I traveled that way.

(More about cross country travel in a small car in the next issue.)

As most car people know, Detroit is off to a booming new sales year. With most of the and all cars, longer, and more expensive, you'd expect the imports to stage a comeback. Most of the forecasts that I've seen don't expect imports to increase their under 5% share of the market. If they don't, it may be because, as a friend who visited the recent LA automobile show told me in disgust, "The imports are all beginning to look like American cars."

Production figures supplied by the Automobile Manufacturers Assn. for the week ending Oct. 27, show that GM's Chevy II is getting a slight jump on Ford's Falcon (7,856 to 7,357); but in cumulative 1962 production, Falcon remains King of the Compacts.



Bell Auto Parts, grand daddy of all speed shops, has produced its largest, most comprehensive catalog in all of its 39 years. This beautifully illustrated 68-page book is designed for reading ease with special sections for General Motors, Ford and Chrysler cars, including Compacts. There's even a Marine Section for boating enthusiasts. Other chapters are titled: Internal Engine, External Engine, Chassis and Body, Safety, Fuel, Electrical, Exhaust, Drive Line and Running Gear.
 All Bell catalog equipment is available through Bell and Cragar dealers, everywhere. For your Bell catalog, send 50¢ to: Bell Auto Parts, Inc., 3663 E. Gage Ave., Bell 49, Calif.

MG TC

First Model in Calif.
 Owned By Dr. Bates
 By FRANK MASON

Exclusive to MOTORACING

MONTEREY, Calif., Nov. 9---The first TC model MG in California, originally owned by Alton H. Walker of Pebble Beach, is now owned-- and driven-- by Dr. Talbot Bates, 920 Cass Street, Monterey.

Numerous claims of ownership of the first TC received in California have been investigated by the TC Motoring Guild of Los Angeles, and months of research has resulted in the nod being given to the Walker car. The Guild is now in possession of photostats of the correspondence, starting in May, 1946, between Walker and the MG factory in England which resulted in the delivery of the TC early in 1947.

Prior to that date there were a few specimens in California of the TA and TB models, but no TCs. Walker had driven an Austin Ten during the war and admired British cars. When he heard that the MG Midget, discontinued during hostilities, was to go into production, he made inquiries which got immediate attention in Abingdon and were relayed to MOTORSPORTS, New York representatives at that time for the MG.

As a consequence of Walker's interest -- and a deposit of \$500-- Kjell Qvale, who was then a Willys dealer (Jeeps and trucks) in Alameda, delivered to Walker the first TC to arrive at San Francisco.

After driving it for several years it was sold and later came into the possession of Dr. Bates, the present owner; and is now a high-mileage veteran -- not for sale. The TC Motoring Guild, which has undertaken a national registry of TC owners, has placed the Walker-Bates car on top of its list.

for under-1500cc modifieds, he won, finishing ahead of BOB DRAKE (Cooper Climax), JACK MCAFEE (Porsche), JOE PLAYAN (Porsche) IGNACIO LOZANO (Lotus), etc.

Then Sunday before 27,500 fans, the boy was given a thundering ovation when he won the 1hr. semi-main, this time averaging 84.3mph as he finished ahead of JEAN PIERRE KUNSTLE, PLAYAN, MCAFEE LOZANO, etc.

KEN MILES did not have a car for these races, so he merely watched. They met in later races, however, and each won his share of thrillers.

After Riverside, Ricardo was off and running. He was carried off atop the shoulders of admirers. Wide acclaim and open praise was voiced by CARROLL SHELBY, RICHIE GINTHER, AK MILLER and E. FORBES-ROBINSON.

IGNACIO LOZANO, publisher of the Spanish language newspaper, LA OPINION, called RED CRISE and got him an invitation for Nassau. And he was also invited to the GP of Venezuela.

I went to Torreon, Mexico, and saw him triumph and receive an ovation such as I had never before seen. The rest is history.

He graduated to Ferraris. He won the Governor's Cup at Nassau. He could not drive a car through the streets because of his age. But he was now going faster-faster-faster on courses throughout the world. He teamed with his brother, Pedro (2 years older), and they finished high up at Sebring, Nassau, Le Mans, etc.

Last year was his first Form. 1 race in the GP of Italy, and he was in the front row with the late WOLFGANG VON TRIPS, having posted the second fastest time.

Naturally, Ricardo came to the attention of ENZO FERRARI. He became a factory team driver for the Italian car this year. This is the ultimate---the crowning goal of a road race driver.

But Ferrari was hopelessly out of it this year: British cars dominated the Grand Prix season. But the reports, too, were that Ricardo was not driving well. They said maybe the jump to the top had been too swift. He picked up a 4th in the Belgium GP, and a 6th in the German GP.

Some two weeks ago, Ricardo and Pedro won the 1000km. of Paris at Montleher in a Ferrari GT (they had also won this one last year).

So he returned to Mexico just recently as a national hero. And now he was to race in Mexico's biggest race on Nov. 4---the first Grand Prix of Mexico for Form. 1 cars. His mount was a Lotus.

Then it happened at the Autodrome three days before the race during practice and trials. He was going too fast. That's what he always wanted---to go faster-faster-faster. He had said he wanted to fly a jet. Anything for speed.

A report from Mexico said that the first person to reach his crushed body found him alive and muttering, "Don't let me die... please don't let me die."

The pain in my heart is deep. Not because they let him die. But because there was nothing they could do about it.

I am sorry if I am a little maudlin. Maybe this isn't the place for it. But I can't help it.

Ricardo Rodriguez---14 Feb. 1942-1 Nov. 1962

Sting Ray Debut Big Success Hooper Captures 3-Hr. Enduro

Editor's Note---The following story was omitted from the last issue of MOTORACING because of lack of space.

RIVERSIDE, Calif., Oct. 13 --- Doug Hooper, La Crescenta, Calif., who has been driving for Hansen's Chev., today switched and drove a new Corvette Sting Ray for Mickey Thompson, the fastest man on wheels.

And what he did was unusual---win in a new production car in its first out. It was the 3hr. enduro prelude to the LA Times GP for sports cars. He averaged 84.06mph, covering 97 laps, or 252.2mi.

Hooper finished more than a lap ahead of a Porsche Carrera driven by Bob Kirby and Alan Johnson. Lew Spencer was 3rd in his Morgan Plus 4. The Snyder/Faris duo, in Art's BMC Genie, was 4th, and Dave Jordan, Porsche 1600, was 5th.

There was terrific interest in the face because of the clash between the Sting Ray and another

production job making its local debut---Carroll Shelby's Ford-powered AC Cobra.

Bill Krause drove the Cobra and was actually leading the race when it was sidelined about a half-hour after the start with a broken axle. Said Shelby: "It was a tough break, but at least a consolation to know we were in front when the axle broke."

Hooper also had the fastest lap (No. 75), turning 1:43.1.

Dave MacDonald, also driving a String Ray, led the Cobra early in the going. He lost the lead to Krause when he was out due to a coil wire coming loose. MacDonald returned to regain the lead when the Cobra became a DNF. Wheel trouble later forced MacDonald out for good.

Hooper took charge at the half-way mark, and his biggest threat was Jay Hills, Porsche star. Hills was about to nail him when his clutch went out.

Class winner: Bp, Kirby/Johnson: Cp, Spender; Dp, W. Nickel, Porsche 1600; Ep, E. Valsecchi, TR4; Fp, Jordan; Xp, Hooper; Dm, John Masterson, Mercedes; Em, T. Piedrabuena, MG Spl; Gm, Snyder/Faris.

Although victorious, Hooper had trouble on turn 7, spinning there on three consecutive laps.

Ed Leslie of Monterey, Calif., won the Sunday \$1600 Form. Jr. race in a Lotus 22. Then came: 2 Augie Pabst, Brabham-Ford; 3. Pete Lovely, Lotus 20; 4. Rob Nethercutt, Lotus 22; 5. Walt Hansgen, Cooper.

Lovely led for the first six laps, then Pabst through lap 12. From the 13th to the finish (25 laps) it was Leslie, one of the most improved drivers in the country.

MOTORACING

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(Rain Date: Nov. 24-25)

Los Angeles County Fairgrounds

Co-sponsored by U. S. Sports Car Club,
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First race Sat., 1 p.m.; Sun., 10:30 a.m.

(Please be on time; . . . remember it gets dark early these days)

—A Message to Drivers:—

- 1) The final Championship race of 1962 determines the cash awards of USSCC's Annual Championship Fund, which is a guaranteed minimum of \$2,000.
- 2) The 4th Pomona races are being staged by a Club that has given you as many or more races in this area during 1962 than anyone else.
- 3) The 4th Pomona races are being staged by a Club that has given you as many or more SAFE races in this area during 1962 than anyone else.

LET'S NOT LOSE SIGHT OF THE FUN PART OF RACING

Call Race Chairman Denny Shutes, SY 8-0346, for entry blanks

Watch For Announcement of Our Annual Banquet

Let's All Get Behind The Club Merger Effort